



Commanding Officer's Safety Policy

Command Safety at NRD Nashville is an all hands responsibility. I expect all levels of leadership to proactively ensure and sustain a safe and healthy workplace for all our personnel. As a united team, we must continually work to promote safe work practices, and to maintain property and equipment in safe operating and material conditions. Be ever vigilant. All personnel in positions of leadership and supervision must be proactive and intrusive in their approach to hazard mitigation and compliance with known standards. Use established ORM practices. Supervisors shall ensure that their subordinates are properly educated in the processes that allow safe work practices, on and off duty and take continuous action to abate unsafe and/or unhealthy working



conditions. Statistics clearly show that private motor vehicles and motorcycle accidents are leading the list for the largest fatality risk to our Sailors. Accident reporting is also part of our performance standards. Everyone is encouraged to step forward and speak up when observing unsafe actions or conditions. Through your personal commitment, we can produce an environment that is safe for our military, civilians, and their families. Don't Walk By. It is my priority to ensure mission accomplishment while providing each person stationed within the District a comfortable working environment free from known hazards that impact your ability to accomplish your job.
Voresa E. Jones

Safety Council Members

Executive Officer/ Chairman
- CDR Vollono
Traffic Council Chairman
- Patrick Walker
- SK2 Pemberton
Officer Processing Department
- Lt Thousand
Administrative Department / Motorcycle Safety
- YNC Williamson
Enlisted Processing Department
- Lt Adams
Zone One Supervisor
- NCC Ford
Zone Two Supervisor
- NCC Whitfield
Zone Three Supervisor
- NCC Nichols
Zone Four Supervisor
- NC1 Franklin / NC1 Martin
Zone Five Supervisor/ Team Leader
- NCCS Hill
Zone Six Supervisor
- NCC Gates / NCC Harris
Zone Seven Supervisor
- NCC Nosewicz
Zone Eight Supervisor
- NCC Edwards
Recreational Safety
- PS1 Rodriguez
Operational Risk Management
- MMC Wilson
Safety Officer
- SK1 Moulder
PRT Coordinator
-YN1 Veillette

Leadership Safety Communication

NRD Nashville Executive Officer: CDR. Clinton Vollono

This is the first issue of a quarterly safety newsletter to keep everyone at the command's head in the safety game. Every quarter we will produce a safety newsletter containing timely information about staying out of danger and preventing mishaps. Safety is so important to NRD Nashville because our Sailors and families are so important to us.

It's the holiday season and everyone is thinking about spending time with their friends and family and unwinding after closing out the fiscal year. Those are all great things to think about but, a lot of times safety falls through the cracks.

This time of year a series of factors come together to increase the risk

that you and your loved ones experience: long drives, winter driving conditions, holiday parties involving alcohol, slowly drying Christmas trees covered with hot bulbs, and fires due to turkey fryers.



I don't want to sound like the grinch. I just want to make sure that everyone has a great holiday season by being safe. Throughout this newsletter you will see various tips about the things that I mentioned above and more. As highly trained professionals you are our Navy's greatest asset. No matter how high tech we get nothing happens without you and your chain of command at NRD Nashville wants to safeguard you and your loved ones.

Take the time that we have offered during the leave periods and recharge your batteries. Make time to rest and relax during all the hustle and bustle of the holiday season. Remember your shipmates as well, reach out to someone that might not have family in the area, invite them over for Thanksgiving or Christmas dinner.

Take care of yourself as well. Depression rises during the holiday season and if you are feeling down then talk to someone about it. Don't add alcohol to the mix either. It's a depressant and will make a bad situation feel worse.

Take this time to rest and recuperate and most importantly stay safe. We want everyone back in one piece for another great year at NRD Nashville. I wish everyone the happiest and safest of holidays.

SECNAV, Donald Winter's Safety Message

On January 3rd I had the distinct honor of being sworn in as your 74th Secretary of the Navy. I am also the chief of safety for the Department of the Navy. The preservation of human and material assets through effective safety consciousness is one of my top priorities. Safety is a primary measure of the effectiveness of an organization, and it directly impacts readiness. Our culture must never accept accidental death, injury, or occupational illness as a cost of doing business. In his FY 2006-2011 strategic planning guidance, Secretary of Defense Rumsfeld established a new goal to reduce FY 2002 baseline mishap rates by 75 percent by the end of FY 2008. My goal for the department of the Navy is zero mishaps.

Secdef's challenge provides added impetus to help us drive toward

achieving that goal. Building an organizational culture that infuses effective risk management and continually enhances safety and accountability is hard work. It involves three primary concepts:

A. Transformational and courageous leadership. Transformational and committed leaders, at every level of the organization, diagnose and expose existing impediments to safety. Through personal example, they actively drive the transformation by removing barriers to safety. Challenging existing processes and procedures may expose impediments to safety. The Department of the



Navy is known for holding our personnel accountable. Accountability is part of our heritage. We must ensure our safety related policies are appropriate, clearly understood, and that compliance is mandatory.

B. Genuine and credible concern for shipmates. We thoroughly investigate mishaps because we care about people. We not only expect Sailors and Marines to stop unsafe acts, we demand it. Innovative safety measures must be rewarded. Peer pressure often fuels high-risk behavior; we must encourage peer intervention in and out of The workplace.

C. Strategic planning to sustain long-term safety improvement. Safety is not a single campaign to be won. Rather, safety is a continuous process. Leadership must actively advocate for those organizational culture elements supporting long term safety improvements, which will make a measurable difference in the future.

I look forward to working closely with the Chief of Naval Operations and the Commandant of the Marine Corps to ensure we collectively build organizational cultures that sustain safety success. Please continue to take care of one another.

Chief of Naval Operations, ADM Mullen's, Safety Message to the Fleet

I want to take a moment to share with you some thoughts on what I consider to be one of the most important contributors to our readiness and our success: responsible behavior.

Our personal conduct at sea and ashore serves as the foundation upon which the Navy is built. It says more about who we are and what we stand for than any one of hundreds of ships or thousands of airplanes. Wherever we go, whatever we do, we represent the ideals, the qualities, and the people of the nation we serve. We are their ambassadors, if not in name, then certainly in deed.

By and large, those actions accord us well. Through port visits, exercises, and very demanding operations with allied nations all over the world, we demonstrate daily the depth of our commitment to peace

and security. I am proud of your accomplishments to that end and encourage your continued support.

Unfortunately, the hard-earned trust engendered by these positive acts – the readiness they help ensure – suffer each and every time someone misbehaves or fails to observe basic safety guidelines. A rash decision behind the wheel, a fist fight in a bar, and even a rude remark at a social gathering can undo years of friendship and diplomacy between two



people.

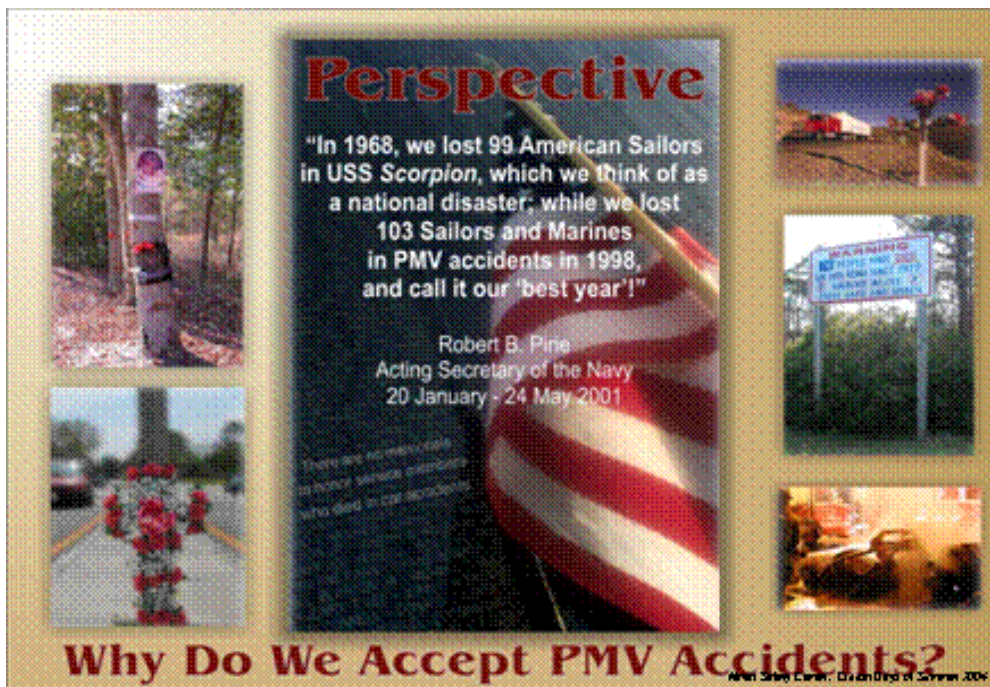
Spurred in many cases by the abuse of alcohol, such conduct also destroys careers, shatters reputations, hurts families, erodes unit readiness, and insults the very flag we have sworn to protect. It breaks faith with the taxpayers and gives hope to the enemies of

freedom we fight in this long war. At its worst, it costs lives.

Every accident and incident that I read about in the morning message traffic – what I call the “police blotter” – represents at least one life altered, some permanently so. Most are preventable. All are unacceptable. Within each of us lies the capacity to know the difference between right and wrong. Follow that instinct, and you cannot fail.

We are serving at a critical time in our nation's history. The stakes are high, and our enemies are real and determined. I am proud of the way the great majority of Sailors are stepping up to that challenge. But we cannot sustain this high level of performance or our combat readiness with lapses of good judgment and safety.

We have a duty – a serious duty – to look after one another to think safety first, and to set a good example. The American people ask nothing more of us, and I expect nothing less.



Drive Safely and Arrive Alive

1. Don't drink and drive. If you plan to drink, plan your transportation in advance. Every year, 23,000 people die because someone else didn't follow this rule.

2. Don't drive if you are tired.

3. Keep your car running well. Make sure your tires, brakes, headlights and taillights, and turn signals are all working perfectly.

4. Obey the speed limit. In rain, snow, fog and darkness, slow down, drive the conditions not the posted speed limit. Don't speed because you are late you wouldn't save enough time and speeding increases the risk of a fatality exponentially.

5. Stay aware of the drivers around you. If you see an erratic driver, don't get angry — get away from them.

6. Be careful at intersections. The average American driver is mediocre. Don't assume others are going to do the right thing.

7. Keep your children in car safety seats, and know how to install the seats.

8. Drive defensively. Obey traffic rules and be predictable.

9. Use caution at turns. Use your signals.

10. Use cell phones with caution. Pull over if you can, or limit your calls to emergencies. Many states have laws against using a cell phone while driving and the ticket could make that a very expensive call.

11. If your windshield wipers are on your lights should be on as well.

If your car has an Anti-lock Braking System (ABS) and you must brake because of an obstacle, be sure to press the brake pedal and hold, and gently steer around the obstacle.

Tips to Find the Right Child Safety Seat

Check your vehicle owner's manual. Before going shopping, look at the manual for specifications and proper placement of the child seat.

Look for versatility. Do not buy a seat with a large base because it will not fit in smaller vehicles. Instead, choose one with a narrow base.

Make installation easy. There should be clear instructions on the seat itself. Choose one that explains installation with a diagram as well as text. The instruction booklet should be written in a clear, concise manner with proper illustrations.

Check the belt path. For convenience and ease of use, make sure the child's seat belt path is easily accessed.

Use built-in locking clips. This feature is a great alternative of the traditional locking clips because there

is less chance that a built-in clip will break or detach. Choose two-piece retainer clips. These clips are important in helping the child stay securely in the seat.

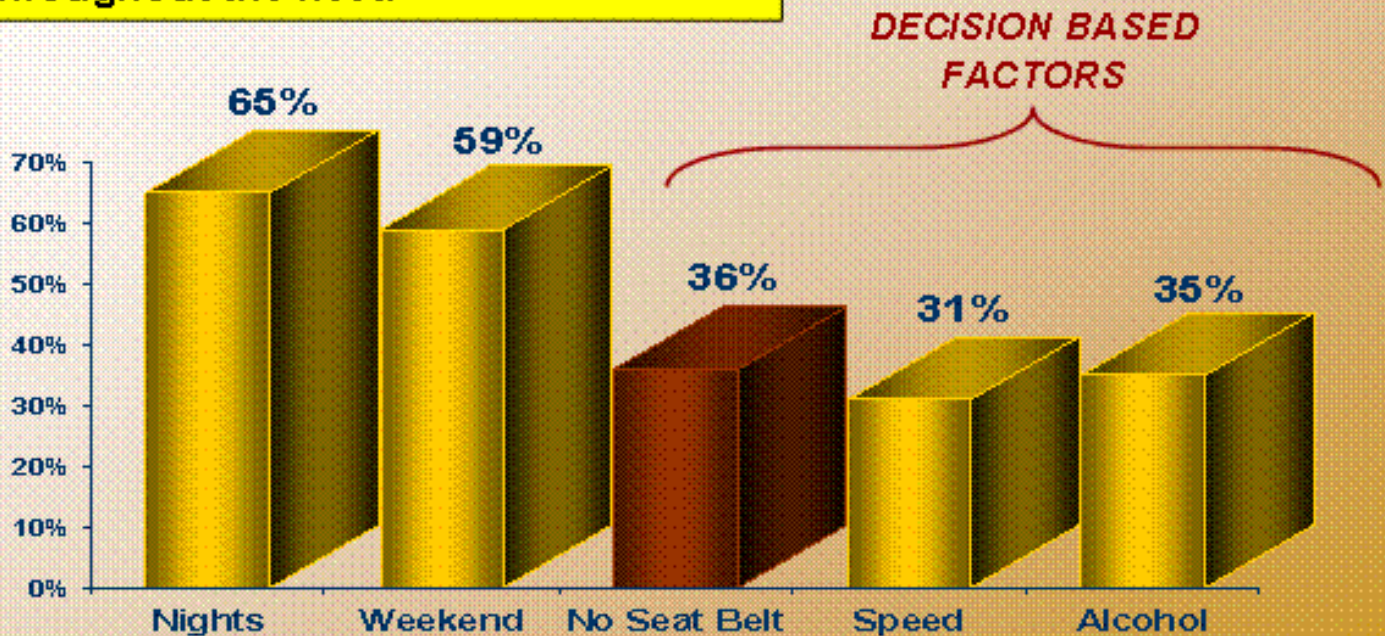
Look for accessible harness adjusters. These make it easier and more convenient for parents to move the child in and out of the seat.

Pay attention to weight limit. This is usually noted on the seat. For infants, it is best to use a rear-facing, convertible seat with a weight limit up to 30 pounds. Look for color coding if necessary. Many brands offer color-coding to denote age and weight ranges for their seats.

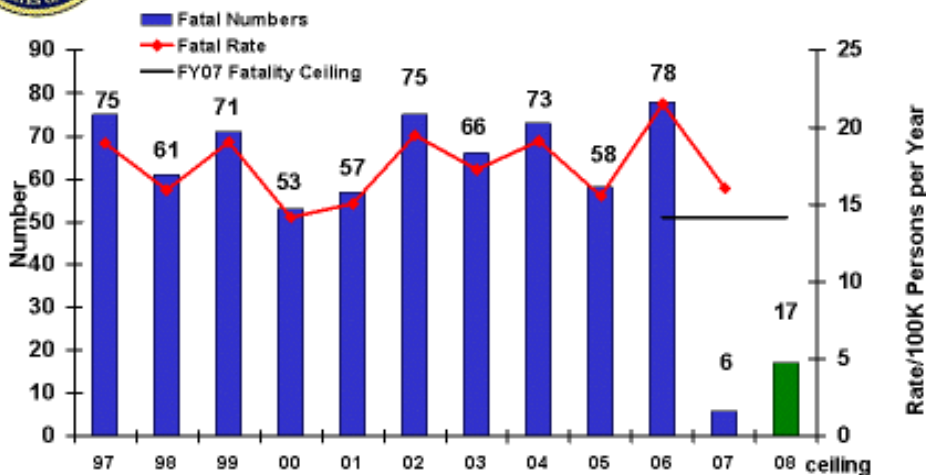
Choose something easy to clean. Seats made with a smooth fabric will wipe clean more easily than a textured fabric such as corduroy, which can be difficult to wash.

Leading Factors in Traffic Deaths (FY02-05)

Fatigue is considered a major factor in traffic deaths, but is under-reported throughout the fleet.



PMV FATALITIES



	07 Nov 06	07 Nov 05
CLASS A FATALITIES/FATALITY RATE FY COMPARISON:	6 / 16.08	12 / 33.17
FY06 FATALITIES/FATALITY RATE:	78 / 21.49	
10-YEAR AVERAGE (FY97-06) FATALITIES/FATALITY RATE:	66.7 / 17.61	

Employee Safety Climate Survey Coming Soon

By SK1 (AW) Moulder
NRD Nashville Safety Officer

The Command Safety Survey will be coming out in the near future and is a requirement for all hands. The survey will need to be completed by 20 Dec 2006.

The survey consists of 63 multiple choice questions with an additional 3 fill in the blank questions. The multiple choice questions will ask command members to express their views on the command safety climate by giving answers ranging from "Strongly Agree" to "Strongly Disagree" or "Don't Know/Not Applicable".

The survey comes from the CNO via the Navy Safety Center. Its goals are to assess the overall safety climate at a shore command and determine areas needing command attention to improve the safety climate.

TRiPS Program Unveiled to Reduce Traffic Risk

By Dan Steber
Naval Safety Center Public Affairs

NORFOLK, Va. (NNS) — The Naval Safety Center announced Aug. 31 that the Travel Risk Planning System (TRiPS) is available for fleetwide use.

TRiPS is an online system that will help Sailors plan their travel, do a risk assessment of that trip, and receive automated suggestions to improve traffic safety.

TRiPS originated as an Army program called ASMIS. A year's worth of testing and upgrades led to the new Navy and Marine Corps version.

"We believe it will make a difference in traffic-related mishaps and will help Sailors make the right decisions when driving home on holidays or on other trips," said Capt. Bill Glenn, head of the Shore Safety programs at the Naval Safety Center.

The system allows users to get a risk assessment of their trip after answering a few straightforward questions about travel plans: type of vehicle, their age, and the start and end points of their trip. The survey continues with questions about the amount of sleep expected before a trip, medications that the driver might be taking, seatbelt use, rest stops planned, and a series of other questions. Each of these elements figures into the calculation of risk. Once the survey is completed, the level of risk is presented on a risk matrix ranging from extremely high to extremely low.

"This part of the assessment is critical in establishing the actions that can be changed to lower risk," said Dale Wisnieski, traffic-safety specialist and the Naval Safety Center's lead on TRiPS implementation. "The user receives an initial review of driving risks and a list of actions to reduce the risk. The driver then reviews the results and has a chance to acknowledge the suggested changes and recalculate the risk. This process reinforces the steps for good planning and execution of a safe trip."

TRiPS also offers a mapping product similar to the popular Mapquest program, including a link that will inform Sailors of areas undergoing road construction — another risk factor that should be considered when traveling.

Once the assessment is complete, the program will even print a leave form for the user. Links also exist for the driver's supervisor, who will sign off on the trip planner and can review the results of the risk assessment and suggested changes, offering another opportunity to make sure Sailors have the best plan to reduce risk and survive a long trip.

Army experience has shown that their users are much less likely to be killed in wrecks when they use the online system. Soldiers have completed 1.3 million trip assessments to date, with five deaths during the ensuing trips. Compared to Soldiers who didn't use the system, users are five times less likely to be involved in fatal mishaps.

For more information on TRiPS and to access the program, visit the Naval Safety Center Web site at www.safetycenter.navy.mil. Click on the TRiPS link, and register to use the program. An e-mail verification will be received, and the user then can access the program and start planning trips. The Web site also has links to a video message from the Commander, Naval Safety Center, Rear Adm. George Mayer, and a link to ALSAFE 52/06, which announces the program.

For related news, visit the Naval Safety Center Navy NewsStand page at www.news.navy.mil/local/nsc/.

NRD Nashville Vehicle Mishap Reports

4/27/2006

A Second Class Petty Officer was backing out of a parking space when another vehicle pulled in and rear ended him. Damages totaled \$355.40

5/11/2006

A Chief Petty Officer was at a local car wash when he backed into a utility pole. Damages totaled \$1,421.50.

5/30/2006

A Second Class Petty Officer was backing out of the parking space when he struck another vehicle. Damages totaled \$410.40

6/11/2006

A Second Class Petty Officer while attempting to back out of a driveway struck a parked vehicle. Damages totaled \$751.80.

6/15/2006

A First Class Petty Officer was at a stop light, thought it turned green and rear ended another vehicle. Damages totaled \$1,139.70.

8/22/2006

A Second Class Petty Officer was pulling out of a parking space when he struck another vehicle. Damages totaled \$1,232.17.

9/6/2006

A Second Class Petty Officer was stopped at a red light when another vehicle rear ended her. Purchase order approval still pending. Damages totaled \$2,655.94.

10/3/06

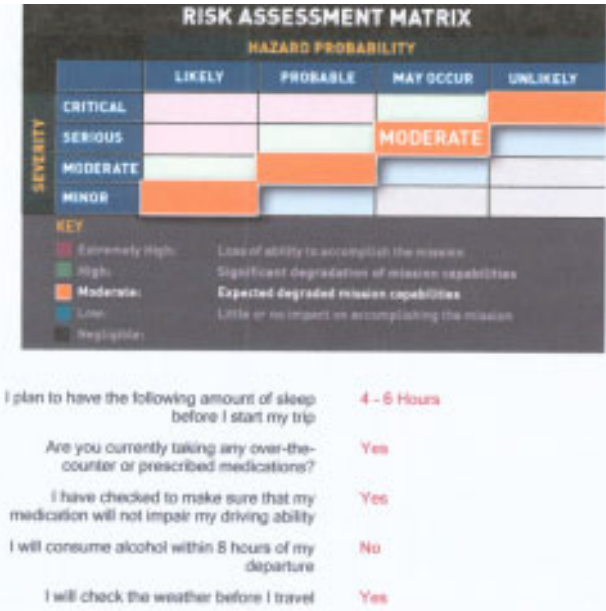
A Second Class Petty Officer was headed back to MEPs Little Rock when a deer ran across the road and ran into the driver's side of the vehicle. Purchase order approval still pending. Damages totaled \$2,883.65.

10/4/06

A First Class Petty Officer tried to swerve from hitting two horses in the road when the vehicle slid sideways and stopped upside down. Estimated replacement for vehicle is February/March 2008. Damages totaled \$8,500.00

10/16/06

A First Class Petty Officer was coming off the exit when the vehicle slid and hit the guard rail. Purchase order approval still pending. Damages totaled \$3,200.00





Motorcycle Safety



By YNC(SW/AW) Shelly Williamson

This is Chief Williamson, your Motorcycle Safety Officer and you are reading the inaugural **MOTORCYCLE SAFETY** column. First of all, I have been riding since I was 13 years old and that equals a long time (no guesses on the age). I started off riding dirt bikes, then bought my first street bike (Kawasaki EX 500 Ninja) after I joined the Navy and was stationed in Hawaii. After I transferred to San Diego, I bought my second street bike, a Kawasaki ZX-6 Ninja, and then later a Kawasaki ZX-9 Ninja. I finally gave up my "Need for 100mph in 6 seconds

Speed" and got a Harley Davidson Softail. As you can read, I enjoy the speed of these machines, but I also respect them, my abilities and other factors involved with riding. As far as I'm concerned, there aren't many things that can quite compare to the exhilaration of screaming through the trees slinging mud every where, racing through a canyon, or just cruising the back roads and checking out God's beautiful country. Riding a motorcycle is a freedom and a

privilege and in order to enjoy this freedom and privilege there are a few things motorcyclists in the Navy must do: attend a Motorcycle Safety Course, license and insure your motorcycle and use the proper Personal Protective Equipment (PPE). These stipulations have been put in place to keep us alive.

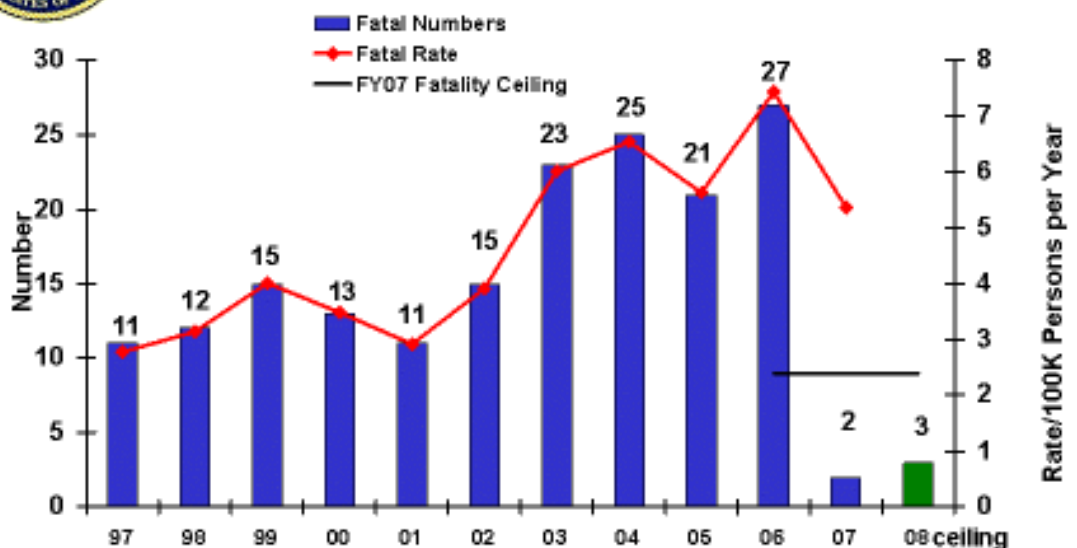
Before I go, I want everyone to direct their attention to the accompanying graph in this issue, visit the Motorcycle Safety Foundation website <http://www.msf-usa.org/> and get comfortable with OPNAVINST 5100.12G, the

instruction regarding motorcycle safety, because the rules set forth are lawful orders and will be used to determine whether or not you acted in the Line of Duty if you are involved in an accident. Riding a motorcycle is great fun, but it also has the tendency to be dangerous, however don't let that stop you from getting out, twisting the throttle and feeling that wind in your hair. And don't be "that guy" in the video clip below.

http://www.scootertrashst.com/video_clips/bad-crash.mpg



MOTORCYCLE PMV FATALITIES



	07 Nov 06	07 Nov 05
CLASS A FATALITIES/FATALITY RATE FY COMPARISON:	2 / 5.36	4 / 10.72
FY06 FATALITIES/FATALITY RATE:	27 / 7.44	
10-YEAR AVERAGE (FY97-06) FATALITIES/FATALITY RATE:	17.3 / 4.57	

Water Out Scores Soda as the Beverage of Choice During a Workout.

From Lifelines

By Sherry Andrews

The next time you decide to go for a jog or take the kids for a walk in the hot sun, think about this. According to Bob Greene, an exercise physiologist, certified personal trainer, and the "New York Times" best-selling author of "Get With the Program," 75 percent of Americans suffer from mild dehydration every day. Sailors are



especially vulnerable to dehydration due to their increased activity levels and the likelihood of working outdoors. Preventing dehydration is as close as your kitchen sink; that's right, good old H₂O. So, grab yourself a tall glass and read on about the benefits of drinking water.

Defining Dehydration

Dehydration is a condition that occurs when you are not drinking enough fluids to promote the many bodily processes that require water. The National Library of Medicine and the National Institutes of Health sponsor an online Medical Encyclopedia with further information about dehydration and its signs and symptoms. A dry mouth, dark yellow urine, a lack of tears (especially in children), and sunken eyes are all possible signs of dehydration. In cases of severe dehydration, you may feel extremely weak and tired; if left untreated, this could lead to unconsciousness and/or other serious medical conditions. Severe dehydration requires medical attention immediately.

Benefits of Drinking Water

Drinking enough water every day is one way to contribute to a healthy lifestyle. Water is vital for many of the body's processes to work properly. According to a University of Arizona Cooperative

Extension Service article, the benefits of drinking adequate water are numerous. Water helps remove waste from the body, lubricates and cushions joints, is an active part of important chemical reactions in our bodies, and helps to regulate a safe body temperature.

How Much Should I Drink?

The amount of water you need to drink every day to prevent dehydration varies according to your gender, activity level, work conditions, temperature, humidity, season, and the climate at your duty station. A general rule for adequate hydration is eight to 10 8-ounce glasses of fluids for females and 12 8-ounce glasses for males. LT Gray Dawson, a physician at the Marine Corps Mountain Warfare Training Center (MCMWTC) in Bridgeport, Calif., says, "Drink eight 12-ounce cups of water a day; more with heavy exercise." Dawson recommends drinking "a

quart of water (four 8-ounce cups) per hour of exercise."

Water vs. Caffeinated Beverages

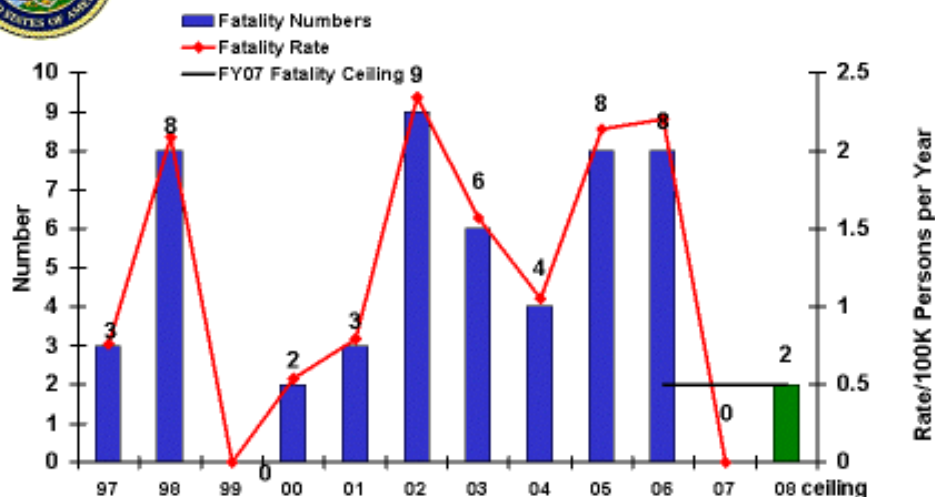
The best choices are water and other non-caffeinated beverages. "Caffeinated beverages cause excess water loss by their effect on the kidney," Dawson says. "Instead of being reabsorbed, the caffeine's diuretic effect causes water loss through the urine."

Heat-Related Illnesses

According to HM2 Jared Fanning, an instructor at MCMWTC, "If you don't drink enough water when engaging in physical activity in hot weather conditions, your body may lose the ability to thermo-regulate or maintain a proper body temperature, which can lead to heatstroke, heat exhaustion, and other heat related illnesses." As a Sailor, your active lifestyle demands that you take excellent care of your body. Maintaining a healthy lifestyle includes making wise choices about the quality and quantity of fluids you drink. Quench your thirst with water whenever possible; drink more during hot weather and exercise.



PHYSICAL TRAINING FATALITIES



FATALITIES/FATALITY RATE FY COMPARISON :	07 Nov 06	07 Nov 05
FY06 FATALITIES/FATALITY RATE :	0 / 0.00	1 / 2.68
10-YEAR AVERAGE (FY97-06) FATALITIES/FATALITY RATE:	5.1 / 1.35	

Physical fitness: Getting started running

By David Veillette
NRD Nashville Command
Fitness Leader

RUNNING 101

Don't confuse a little stretching with a good warmup. Stretching exercises generally don't make you sweat or raise your heart rate, which is what you really want from a warmup. A proper warmup begins with walking or running very slowly to ease your body into the session.

Walk briskly for 5 minutes (about a quarter-mile), then break into your comfortable running pace. (Don't count the warmup as part of your workout time or distance.) When you finish your run, resist the urge to stop suddenly. Instead, walk another 5 minutes to cool down more gradually. Then comes the best time for stretching—after your run when your muscles are warm and ready to be stretched a little.

FIND YOUR PACE

The problem is that most beginning runners don't know what a comfortable pace feels like, so they push too hard. Result: You get overly fatigued and discouraged, or even injured. Here are some more guidelines. A comfortable pace is 1 to 2 minutes per mile slower than your mile trial time. Or you can use a heart-rate monitor and run at 65 to 75 percent of your maximum heart

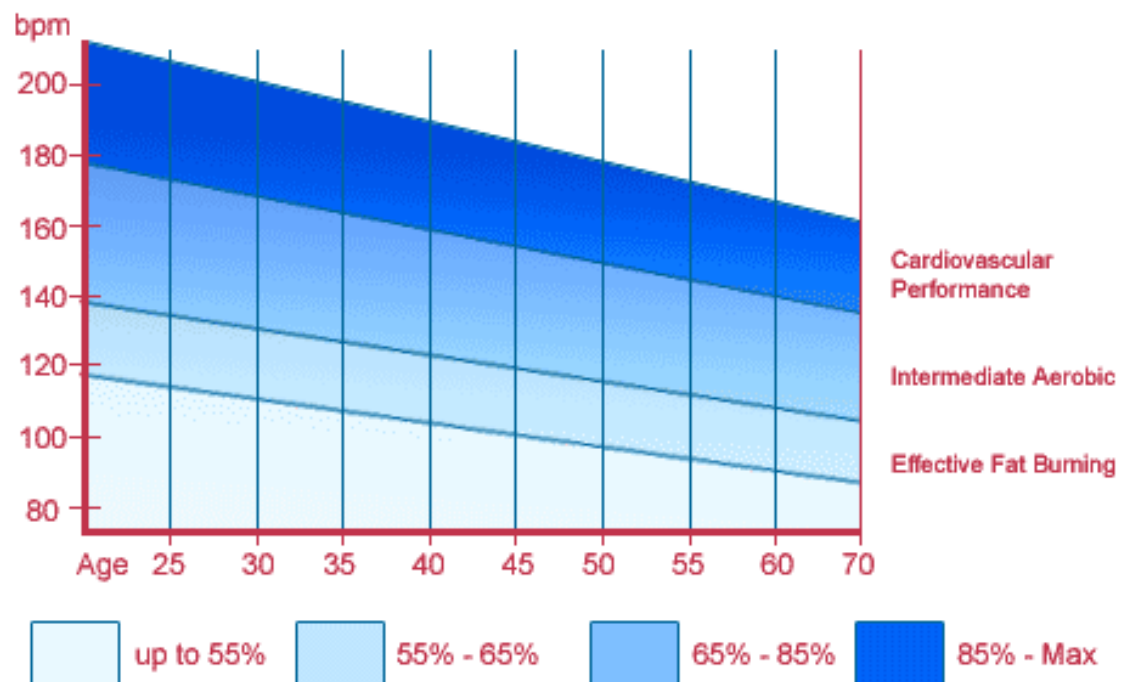
rate. (Note: Max heart rate is 205 minus half your age). Or, my favorite because it's so simple: Listen to your breathing. If you aren't gasping for air, and you can talk while you're running, your pace is just right.

RUN SAFELY AT ALL TIMES.

The biggest threat you'll face as a runner on the road, by far, is the car. Traffic zips past you at just about a yard away. A moment's attention lapse from either you or the driver can bring disaster, and you'll be the one to suffer, not the well-protected driver.

The best way to lower this risk is to avoid running on roads. But for many of us, this is a near-impossibility. Or it's

an approach that adds time and complexity to our routine (if we have to drive to a park, for example). So most of us just learn to be extremely cautious when we run on the roads. Try to find low-traffic roads with wide shoulders; run on the left side of the road, facing traffic; obey traffic signs and signals; and follow every road rule. Every runner should run as if every car is a lethal weapon. Because it is.



Tips to Prepare Thanksgiving Dinner Safely

In the refrigerator

Thaw the turkey in its original wrap on a tray in the bottom section of the refrigerator. Allow about 24 hours of defrost time for every 5 pounds of turkey. For example: a 20 pound turkey will take 4 to 5 days to thaw.

Do not thaw on the counter. Thawing at room temperature increases the risk of bacteria growth.

At room temperature, bacteria on the turkey can grow rapidly when the outside portion of the bird begins to thaw. These bacteria can multiply to dangerously high levels producing toxins that cooking may not destroy.

In cold water

Thawing in cold water is safe too. Submerge the bird in its wrapper in a sink of cold water and change the water every 30 minutes to keep it cold.

Allow 30 minutes per pound to defrost a turkey in cold water, not warm or hot water.

Microwave Thawing

Microwave thawing is another option.

Caution: Microwave defrosting is irregular, creating hot spots, which may encourage bacterial growth. Cook the turkey immediately after defrosting. Do not store in the refrigerator for cooking later.

Safe Turkey Stuffing

Never stuff the turkey in advance to save time.

Once you have decided on a stuffing recipe, mix ingredients quickly and lightly stuff the washed cavity just before placing the bird in the oven.

Chopping vegetable ingredients and bread preparation can be done in advance, but liquids and moist ingredients shouldn't be added to dry ingredients until just before stuffing the turkey. Allow 1/2 to 3/4 cup stuffing per pound of turkey.

Stuffing needs room to expand during cooking, do not over-stuff. The stuffing recipe may be more than your turkey can hold. Place extra stuffing in a greased pan or

casserole dish and bake separately.

Stuffing contains potentially hazardous ingredients, such as broth, eggs and meat, etc. That means these ingredients could cause illness if not properly cooked and stored.

Stuffing must be cooked to a minimum temperature of 165°F to be safe.

Stuffing should be removed from the cavity of the bird to a separate dish before carving the turkey.

Do not leave stuffing and other leftovers out for more than 2 hours. Refrigerate leftovers immediately following the meal.

Reheat leftover stuffing to 165 degrees F before serving.

Cooking Turkey Safely

Decide how much turkey you will need before you shop. Buy one pound per person or 1 1/2 pounds per person if you have hearty eaters or want ample leftovers.

Buy and use a meat thermometer (see [Using a Thermometer](#)). Dark meat takes longer to cook so always insert the thermometer in the thickest part of the turkey thigh. It will register 180°F when the turkey is done.

Wash hands, sinks, counters, utensils and platters thoroughly with soap and hot water before and after working with raw turkey.

Remember to remove the giblet bag from inside the turkey.

Allow the cooked turkey to sit for at least 20 minutes before carving. During this time juices will be redistributed and the turkey will be easier to carve.

After the meal, cover and store leftovers in the refrigerator as soon as possible.

Remember the safest margin is 2 hours from the time you take the bird out of the oven.

Holding Time

If turkey is done ahead of schedule, it's safe to hold it in the oven at a reduced temperature, 200°F. Leave the thermometer in the turkey and make sure that

the temperature of the turkey doesn't drop below 140°F during holding.

Keep the turkey covered so it does not dry out.

Storing Leftovers

Plan ahead, clean out the refrigerator for leftovers several days before the holiday feast.

Leftovers should be stored in the refrigerator within 2 hours after cooking is completed. Because bacteria that cause food poisoning can multiply to undesirable levels on perishable foods left at room temperature for longer than that.

Large quantities should be divided into smaller portions and stored in several shallow containers. Food in small amounts chills faster and stays safer and fresher.

Using a Thermometer

Meat thermometers can be found in the housewares section of most grocery stores, in department stores and in specialty stores.

Instant read thermometers have plastic heads and cannot go into the oven while the turkey is cooking. However, it will register the temperature of food within 15 seconds when the metal tip is inserted up to the dimple on the stem.

Standard meat thermometers are metal and designed to withstand oven temperatures.

Always place the thermometer in the thickest part of the thigh away from the bone, because the dark meat of turkey thigh takes longer to cook than any other part. The turkey is done when the temperature reads 180°F.

Check the accuracy of the thermometer by placing it in a large cup of 50/50 ice and water slush for 10 minutes. It should read 32°F. Thermometers are considered accurate if they are within two degrees on the plus or minus side.

To correct the temperature, use a small wrench to turn the calibration nut until the thermometer reads 32°F. For a digital thermometer, simply change the battery.

Don't Get Cooked Deep Frying a Turkey

Have you ever eaten deep-fried turkey? Delicious, isn't it? Deep-fried turkey has been around for years. It's even bragged about on cooking shows on the Food Network and other cable channels.

But there is a down side to all of this "turkey talk."

Turkey fryers can be extremely dangerous if not used properly.

According to Underwriters Laboratories' (UL) safety experts, concerns are running high about backyard chefs sacrificing safety for good taste. Recently, there have been an increasing number of fires related to these turkey fryers. UL has performed tests on these fryers and found that the "great-tasting birds" are not worth the risk. "As a result of these tests, UL has decided not to certify any turkey fryers with our trusted UL mark", said John Drengenberg, UL consumer affairs manager.



If you absolutely must use a turkey fryer, here are some tips for safer use:

Turkey fryers should always be used outdoors a safe distance from buildings and other materials that can burn.

Never use turkey fryers on wooden decks or in garages.

Use turkey fryers on a flat

surface to help prevent accidental tipping.

Never leave the fryer unattended. Most units do not have thermostat controls. If you are not careful, the oil will continue to heat until it catches fire.

Never let children or pets near the fryer.

Do not overfill the fryer. Doing so may cause the oil to catch fire from the burner.

Lids and handles can become extremely hot. Use well-insulated pot

holders or oven mitts when handling any part of the aluminum pot.

Wear safety goggles to protect your eyes in case of oil spatter.

Keep an ABC multi-purpose dry chemical fire extinguisher nearby.

Never use water to extinguish a grease fire.

Follow the manufacturer's directions on proper use of the turkey fryer.

Turkey fryers should always be used outdoors a safe distance from buildings and other materials that can burn.

Never use turkey fryers on wooden decks or in garages. Don't use them under eaves or overhangs.

The fryer must be large enough to hold the oil and the turkey with plenty of room between the top of the oil and the top of the fryer.

Test your fryer out using water before heating the oil, if you have any doubts about the size of the fryer. And don't try to fry a turkey that is too large.

Wipe the turkey down inside and out before immersing it. If it's wet, the hot oil turns the water into steam, which accelerates to the surface and creates a hazardous geyser.

Christmas Safety

Christmas Tree Safety Tips

-Consider an artificial tree (they are much safer and cleaner).

-A real tree should not lose green needles when you tap it on the ground.

-Cut 1" inch off the trunk to help absorb water.

-Leave the tree outside until ready to decorate.

-The stand should hold at least 1 gal. of water.

-A 6' tree will use 1 gallon of water every two days.

-Mix a commercial preservative with the water.

-Check the water level every day.

-Secure the tree with wire to keep it from tipping.

-Keep tree away from floor heaters, fire places, or other heat sources.

-Use only UL-listed lights, and no more than 3 strands linked together.

-Use miniature lights—which have cool-burning bulbs.

-Turn off the Christmas lights when you sleep, or if you leave your home for very long.

-Never use candles, even on artificial trees.

-Clean the tree stand to improve the tree's water intake, use one capful of bleach to a cup of water.

-Dispose of the tree properly.

-NEVER BURN A REAL TREE IN THE FIREPLACE.

Twelve Days of Christmas Safety: From the American Red Cross

Most people believe that on the First Day of Christmas the appropriate gift to give is a PARTRIDGE IN A PEAR TREE. Well, the American Red Cross believes in building Disaster Resistant Neighborhoods during the Holiday Season as well the Hurricane Season.

To help you in purchasing stocking stuffers and Christmas gifts designed to make individuals, families and the homes they live in as safe as possible, the American Red Cross has put together the following recommendations for gifts for the Twelve Days Of Christmas.

On the First Day of Christmas

On the First Day of Christmas the American Red Cross recommends that you purchase a SMOKE ALARM. Smoke Alarms should be installed on every level of a home: outside bedrooms on the ceiling or high on the wall, at the top of open stairways or at the bottom of enclosed stairs and near (but not in) the kitchen. It is important to check your Smoke Alarms every month and replace their batteries when Day Light Savings Time begins in the spring and ends in the fall.

On the Second Day of Christmas

On the Second Day of Christmas the American Red Cross recommends that you purchase a CARBON MONOXIDE ALARM. Carbon Monoxide Alarms should be placed in hallways throughout a home. They should also be placed in recreational vehicles and on boats.

On the Third Day of Christmas

On the Third Day of Christmas the American Red Cross recommends that you purchase a FIRE EXTINGUISHER. Install A-B-C type Fire Extinguishers in the home and teach all family members how to use them.

On the Fourth Day of Christmas

On the Fourth Day of Christmas the American Red Cross

recommends that you purchase a FIRE ESCAPE LADDER. Homes with more than one floor should have at least one Fire Escape Ladder stored on all floors, other than ground level. These ladders should be easily accessible.

On the Fifth Day of Christmas

On the Fifth Day of Christmas the American Red Cross recommends that you purchase a FAMILY DISASTER SUPPLIES KIT. A family will cope best by preparing for a disaster before it strikes. One way to prepare is by assembling a Family Disaster Supplies Kit.

On the Sixth Day of Christmas

On the Sixth Day of Christmas the American Red Cross recommends that you assemble a PET DISASTER SUPPLIES KIT. Pets enrich the lives of individuals and families in more ways than you can count. In turn they depend on people for their safety and well-being.

On the Seventh Day of Christmas

On the Seventh Day of Christmas the American Red Cross recommends that you purchase a WEATHER RADIO. As the voice of the National Weather Service, a Weather Radio provides continuous broadcasts of the latest weather information directly from a National Weather Services Forecast Office. During severe weather routine broadcasting is interrupted and special watch and warning messages are issued.

On the Eighth Day of Christmas

On the Eighth Day of Christmas the American Red Cross recommends that you purchase a FIRST AID KIT. Because the first five minutes of a medical emergency are critical every individual and family should have a First Aid Kit in their home and vehicle and on their boat.

On the Ninth Day of Christmas

On the Ninth Day of Christmas the American Red Cross recommends that you attend FIRST AID AND CPR TRAINING. For more than a century the American Red Cross has been saving lives with Health and Safety Services education programs. A unique idea for a Christmas stocking would be a Gift Certificate for a First Aid and CPR Training course.

On the Tenth Day of Christmas

On the Tenth Day of Christmas the American Red Cross recommends that you purchase HOUSE NUMBERS. Each home should have its number posted clearly on the front door, over the doorway, or elsewhere on the front so emergency responders can easily locate it. Lives and property can be saved simply by adequate house numbers.

On the Eleventh Day of Christmas

On the Eleventh Day of Christmas the American Red Cross recommends that you purchase a FLASHLIGHT. As simple as a Flashlight is, it can become a very important tool during and after disaster strikes. Every Family Disaster Supplies Kit should contain a Flashlight and spare batteries.

On the Twelfth Day of Christmas

On the Twelfth Day of Christmas the American Red Cross recommends that you create a EMERGENCY PHONE NUMBERS list. Each home should have a list of Emergency Phone Numbers posted



**American
Red Cross**

A-I-D-L-I-F-E this Holiday Season

**From the Navy Safety Center
Courtesy of
SK1(AW) Donald Moulder**

Traditionally the rates of depression and suicide rise during the holidays.

Suicide rates in the Navy and Marine Corps are well below the national average but, the loss of even one person is very painful, unnecessary and preventable. This holiday season lookout for yourself and those around you.

Nationally, suicide ranks among the top 10 causes of death across all ages, with more than 30,000 victims each year. It usually ranks as the second- or third-leading cause of death among active-duty Sailors and Marines. The U.S. surgeon general has called suicide a serious public health threat to our nation. In his Call to Action Report, he pushed for development of strategies to prevent suicide and the suffering it causes. In response, the Navy and Marine Corps joined forces to develop a plan to better address suicide-prevention efforts. The philosophy of watching out for fellow Sailors and Marines is a key factor in these efforts. The acronym "AID LIFE" is a reminder about what to do if you suspect someone may be in trouble:

*A – Ask the person if he/she is thinking about suicide.
I – Intervene immediately.
D – Don't keep it a secret.
L – Locate help.
I – Inform the chain of command.
F – Find someone; don't leave the person alone.
E – Expedite; get help right away.*

For information on Navy policy, training and research in suicide prevention, go to this website: www.npc.navy.mil/CommandSupport/SuicidePrevention/.

Holiday Air Travel Tips

**By: Robert Longley
usgovinfo.about.com**

How to be 'security-ready'

The Transportation Security Administration (TSA) urges holiday air travelers to bring plenty of patience to the airport and to plan ahead to avoid unnecessary delays at the security checkpoints.

During the heavy travel volume periods throughout the Thanksgiving, Christmas and New Year's holidays, you really need to be "security-ready" when you arrive at the airport.

According to the latest TSA advice, passengers approaching security checkpoints should have their travel documents — tickets, boarding passes, picture IDs, etc. — out and ready for inspection. Coats and jackets should be off, and carry-on items, including laptop computers, should be ready for inspection prior to reaching the security checkpoints. Important items to note:

-Coats and jackets off, please. TSA's checkpoint protocols require all passengers to remove outer coats and jackets for X-ray before proceeding through the metal detectors. That includes suit and sport coats, athletic warm-up jackets and blazers. If a jacket or blazer is being worn as the innermost garment — not over a blouse or sweater, for example — it does not have to come off.

-Leave your guns at home. Or make sure that all firearms and ammunition are declared to airline ticket agents and properly stored in checked baggage. Since TSA took over airport security in 2002, screeners have intercepted more than 3,000 firearms, with ammunition now being intercepted more than 2,000 times each month. There are ways to transport firearms and ammunition in your checked baggage but you must work with the airline in advance.

-Talk to your kids. Before you arrive at the airport, have a serious talk with your children about airport security and things that may happen at the checkpoints. Children will need to temporarily part with such things as blankets and stuffed animals, and older children need to know that any comment suggesting a threat to an aircraft or its passengers is taken seriously by TSA security officers.

-Do not wrap gifts. Wrap them when you reach your destination. If a wrapped gift sets off an alarm, TSA security officers will need to unwrap the gift to check it out.

Good Travel Ideas Anytime

-To minimize the risk of damage or loss, don't pack fragile or valuable items in checked baggage. Take them with you in carry-on baggage, or ship them to your destination instead.

-To minimize the risk of damage or loss, don't pack fragile or valuable items in checked baggage. Take them with you in carry-on baggage, or ship them to your destination instead.

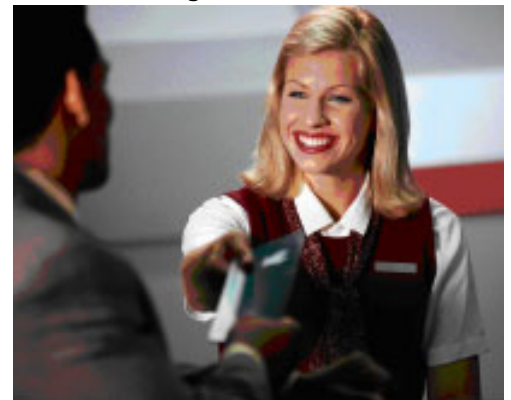
-Put undeveloped film in carry-on baggage because equipment used to screen checked baggage will damage film. Also, high-speed and specialty film should not be put through X-ray machines, so passengers may ask security officers at the checkpoint to physically inspect film.

-Remember to put identification tags in and on all baggage including laptops.

-Everyone, even frequent fliers, should double check the contents of their pockets and bags, particularly carry-on luggage, to ensure no prohibited items were inadvertently packed.

-Don't over pack bags. If security officers have to open them, closing overstuffed bags can be difficult and may result in that checked bag being delayed until a later flight.

-Do not lock bags. If TSA security officers need to open a locked bag for inspection, they may have to break the lock. If you choose to lock your bag, use a TSA-approved lock, which has a locking system that enables security officers to open and relock the bag.



Minimize Distractions While Driving and Prevent Accidents.

Provided Courtesy of AAA.

AAA's first tip: Don't use a cellular phone while driving. But if you must:

Familiarize yourself with the features of your cell phone before you get behind the wheel. Use the cell phone only when absolutely necessary.

Limit casual conversations to times when you're not trying to safely operate a motor vehicle.

Plan your conversation in advance, and keep it short - especially in hazardous conditions such as bad weather or heavy traffic.

Let the person you're speaking with know you are in a vehicle. Do not engage in emotional conversations while trying to drive. Pull off the road to a safe spot before continuing this type of conversation. Do not combine distracting activities such as talking on your

cell phone while driving, eating and tending to a child.

Use message-taking functions and return calls when you are stopped at a safe location.

Ask a passenger in the car to place the call for you and, if possible, speak in your place. Secure your phone in the car so that it doesn't become a projectile in a crash.

Tips for Managing Distractions

Recognize driving requires your full attention. If you find your mind wandering, remind yourself to stay focused on the road.

Before you get behind the wheel, familiarize yourself with the features of your vehicle's equipment.

Preset radio stations and climate control.

Secure items that may move around when the car is in motion.

Avoid smoking, eating, drinking and reading while driving.



Pull safely off the road and out of traffic to deal with children.

Do your personal grooming at home - not in the car.

Review maps before hitting the road.

Monitor traffic conditions before engaging in activities that could divert attention away from driving.

Ask a passenger to help you with activities that may be distracting.

Personal Recreation Safety

Stay Safe on Sleds and the Slopes

Provided Courtesy of the Naval Safety Center

Winter sports are lots of fun — just ask any kid who's just scored the winning goal during an ice-hockey game or finished sledding to the bottom of a giant hill. But when you're sitting on that sled, getting ready to ski, or doing a figure-eight on the pond in your skates, you have to know how to be safe. Otherwise, you could get injured and be stuck inside while everyone else is enjoying the snow.

Stay Warm

No matter which winter sport you choose, staying warm is important. The right clothing and equipment will help you do that. Dress in layers, people often say. This is true, but some of the newer fabrics for cold weather give you the warmth of layers without all the bulk. Ask an

adult if you're not sure what to wear outside.

Sometimes kids say, "I don't mind being cold." The tough guy (or girl) approach isn't a good idea. Staying warm isn't just about feeling comfortable. Your body needs to stay warm to work properly. And when your body is at the right temperature, it won't need to spend as much energy getting warm. That will give you maximum energy for winter fun. Also, if you're dressed properly, it means you can stay outside longer without worrying about frostbite.

Fun in the Sun

Even though it might seem odd in winter, don't forget to put on sunscreen (with a minimum SPF of 15) when you're skiing, sledding, skating, or snowboarding. Sunlight reflects off all that bright white snow and ice and back onto your face —

so cover up with sunscreen, and put some lip balm that contains sunscreen on your lips (even when it's cloudy outside).

Sledding

Zippering down a hill at what feels like a million miles an hour can be a great time — as long as you're sledding safely. When you grab your sled, make sure it's sturdy and that it's one you can really steer. The handholds should be easy to grab, and the seat of the sled should be padded. Never use homemade sleds like garbage-can lids, plastic bags, or pool floats — these are dangerous and you may lose control while you're sledding. Also, never use a sled that has any sharp, jagged edges or broken parts (this might happen if you're using an old sled).

Continued on Page 14

Continued From Page 13

It's especially important to wear gloves or mittens and boots while you're on the sled because in addition to keeping you warm, they can help prevent you from injuring your hands and feet. Wearing a bike helmet is also a good habit to get into — doctors say it's a great way to protect your head while you're sledding.

When you're picking your sledding spot, it's best to have an adult check it first to make sure it's OK. Hills designated for sledding are always a good bet — they can be safer than private areas like backyards. (Having an adult around while everyone is sledding is a good idea, too.)

Make sure the hill isn't too steep and that it's covered with packed snow, not ice. The hill must not end anywhere near cars on the road. This is important. If it's a new hill you're trying out and you've never been to the bottom, you might want to walk it first just to be sure. Also, look for obstacles like trees, bushes, and rocks that are covered in snow. Sled only in daylight or in well-lit areas.

If you're sledding with a friend, make sure that you don't go over the weight limit — look at the label on the sled for the number of pounds it will hold. If everybody has his or her own sled and is taking turns sledding down the hill, make sure the person sledding before you is well out of the way before you take off. Whether you're on the sled by yourself or with pals, you always want to be sitting up, not lying down. Lying flat puts your body at greater risk for injuries if you lose control and flip out. Finally, there is only one kind of energy that's right for moving a sled: kid power! Never ride on a sled that's being pulled by a car, truck, or snowmobile.

Skating

Whether you're tending goal or going for a triple-spin in the air, it's cool to glide across the ice. Whichever ice sport you like, one rule is always the same: only skate on approved ice. In places where it gets really cold, you might be able to skate outdoors on frozen ponds and lakes. But these spots must be approved for skating. You'll know because they'll be marked by one or

more signs from the police or recreation department saying that skating is OK. If the safe area is blocked off, be sure to stay within that area.

Never try skating on ice that hasn't been approved, even for a second. Ice that looks and seems strong may not be able to hold a kid's weight.



And just like with swimming, never skate alone.

Once you have a safe skating spot, you need safe skates. Ice skates need to fit you properly. Don't try to fit into skates that are too small, or put on lots of socks to fit into an older brother's or sister's pair. Skates should be snug but not too tight, laced up to the top.

If you play ice hockey, take a tip from the pros: don't step out onto the ice without all the proper gear. This means padding, and most important, the right helmet. An ice-hockey helmet is the only kind you can wear — not a football helmet or a bike helmet. If you're ever in doubt about what makes up the right ice-hockey gear, ask an ice-hockey coach or a professional at a sporting-goods store.

When you're out skating around for fun, skate in the same direction as the rest of the crowd. Don't dart across the ice — you might smack into someone who doesn't have time to get out of the way. The same goes for trying out new skating moves —

be sure to watch where you're going and make sure that you have lots of room. Finally, throw out any gum or candy you have in your mouth before going onto the ice — you don't want to choke on it, or have it fall out of your mouth onto the ice and cause someone to trip.

Skiing and Snowboarding

Before you hit the slopes to ski or snowboard, make sure you have the right equipment — and that it fits you right. Many kids have problems because the equipment they use is too big for them. It may have belonged to an older brother or sister and they are hoping that they can "grow into it." Equipment that is too big will make it hard for you to keep control.

The same goes for boots and bindings — make sure these are the right size for your feet before getting on the slopes. Ski boots that are designed just for kids are a good bet because they are more flexible than boots for adults, and they have buckles that are easier to manage, too — making it quicker for you to get skiing!

Helmets are a must for skiing and snowboarding. Goggles will protect your eyes from bright sunlight and objects that could get in the way and poke you in the eye (like tree branches). Just like with inline skating, snowboarders need kneepads and elbow pads. Some snowboarders who are just learning wear specially padded pants to cushion their falls!

Speaking of learning, it's a good idea to take at least one skiing or snowboarding lesson before you take off. This can keep you from getting frustrated or getting hurt before you have a chance to enjoy this new sport. For instance, your instructor can teach you how to stop! Even after a lesson, it's good to have an adult nearby in case you need help. Grownups can help you choose the right trails and hills. If you're in doubt, it's always safer to start with easier slopes and move on to harder ones later.

Skiing and snowboarding can be a little like driving a car. You have to learn to share the road or, in this case, the trail! It also means watching out for others to avoid collisions, so keep your eye on the other snowboarders and skiers.